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THE

PORT HULL

JOURNAL

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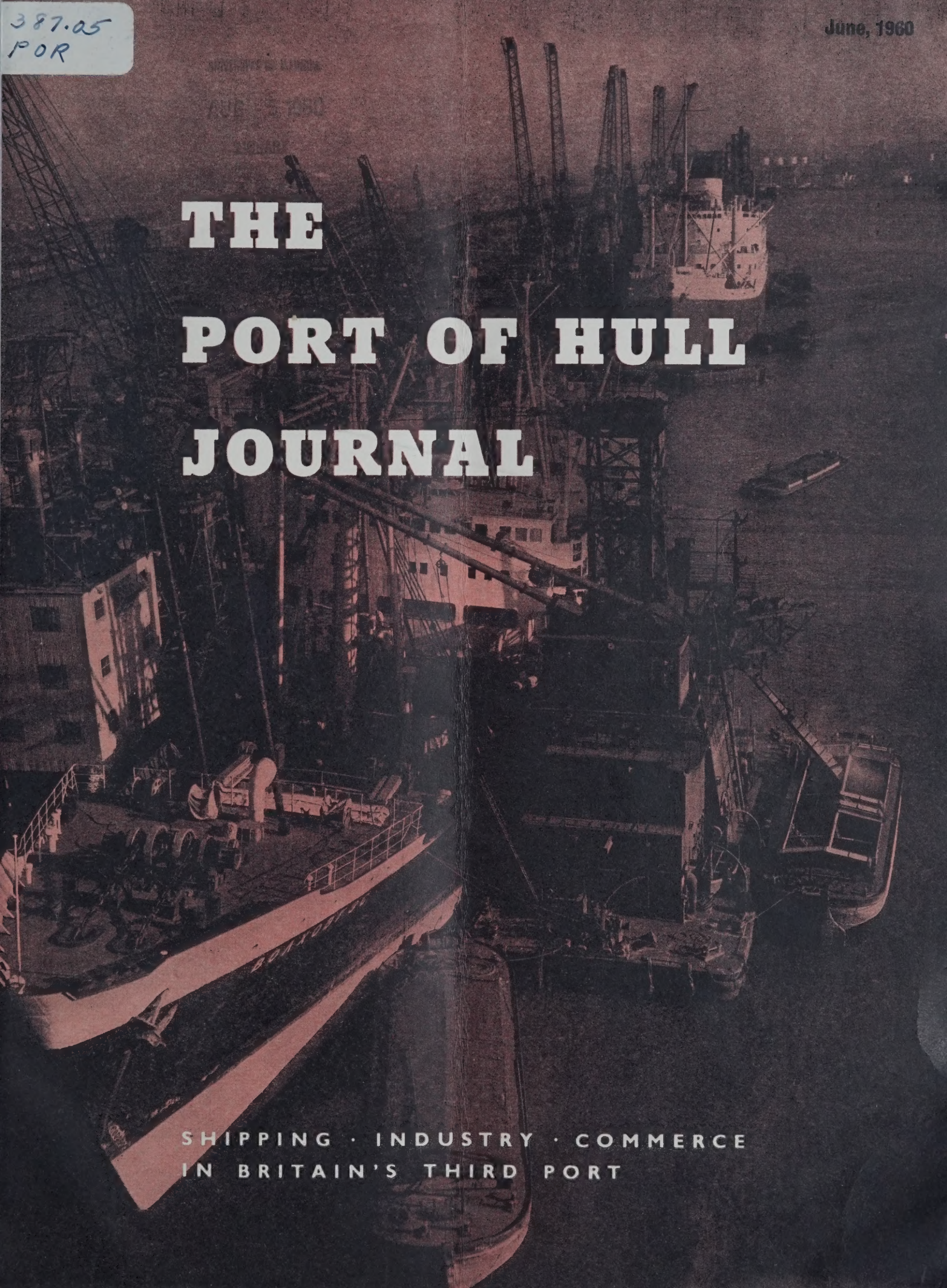
June, 1960



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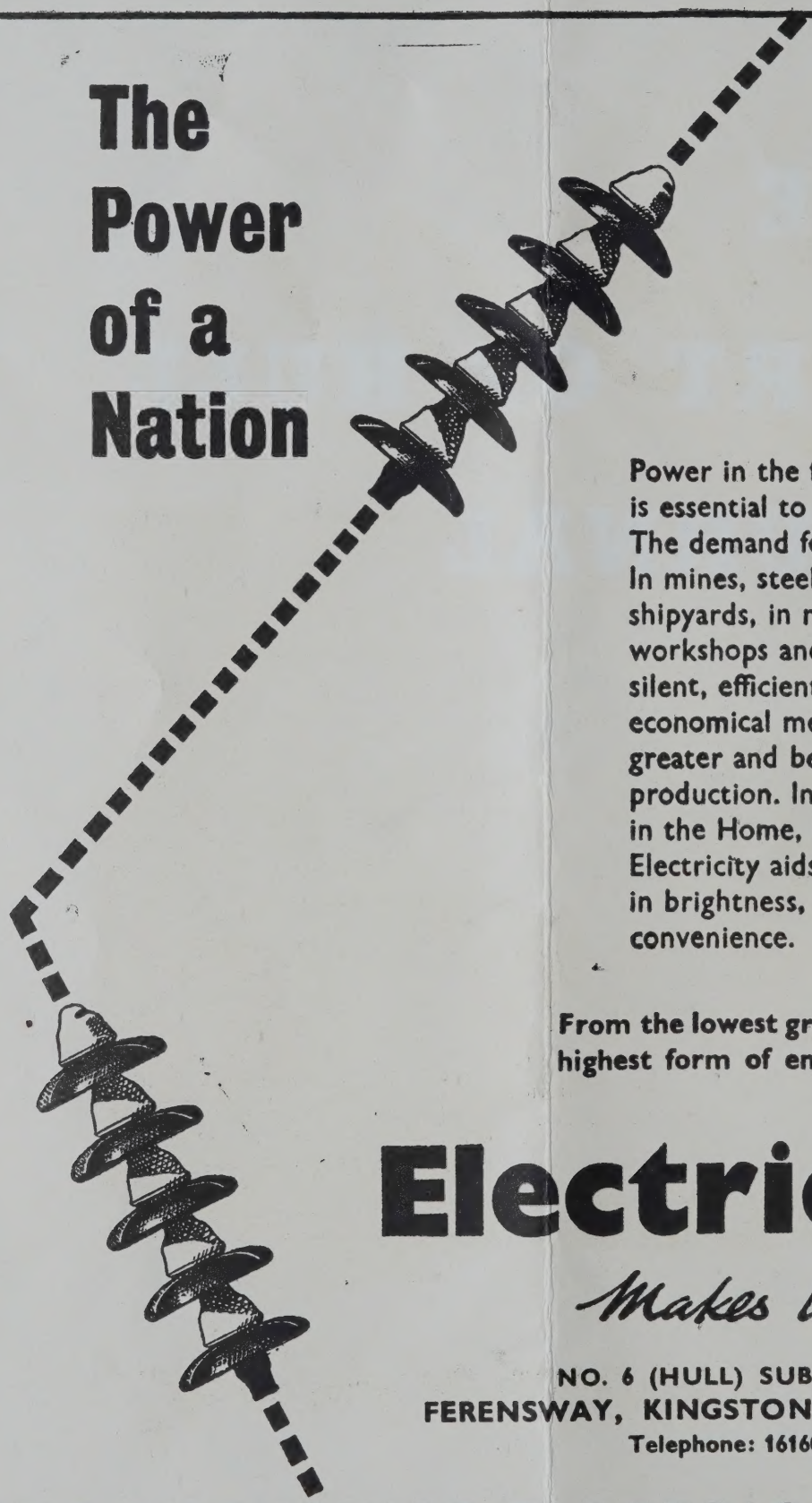

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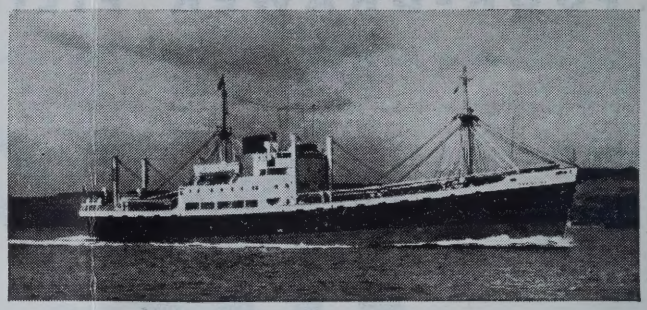

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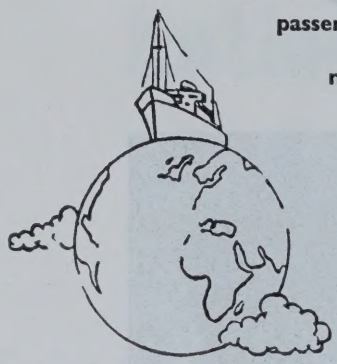

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The Case for Coal

The National Coal Board are sending to industrialists, architects, local authorities and others a booklet "The Case for Coal" which is designed to appeal to the large number of industrial and commercial consumers who between them use about 50 million tons of coal a year. The booklet has as its theme the statement: "Progressive industry is going forward on coal" and sets out to prove that Britain's indigenous fuel can be the economical answer to most industrialists' fuel needs.

Further points from "The Case for Coal" are:

Modern techniques have revolutionised methods of burning coal. Smoke can be eliminated with modern combustion methods, waste can be cut, and problems of handling solved. Nowadays the boiler house can be as spick and span as a modern kitchen, and the boilers can work automatically. Coal can be burnt in a smoke control area when mechanical stokers are used; and the cost of steam-raising will be lower, in the overwhelming majority of cases, than with any other type of fuel.

The modernised coal industry is in a position to ensure that the mining, preparation and delivery of coal is geared to meet the needs of the most demanding industrial consumer. The industry can also offer its customers a free advisory service.

Many great industries have deliberately selected coal as the fuel which helps to keep them progressive and prosperous, and they have done so in the knowledge that British coal is available to supply the power for industrial expansion for many generations to come.

Coal is a fuel which can be used to everyone's profit—and to the national benefit.

The booklet has devoted a page each to industrialists, to architects and consulting engineers, to works engineers, and to local authorities, reminding them of the most effective methods of using coal in their own particular fields; another page explains how the Clean Air Act works.

Mechanical stoking replaces human effort and is more efficient; the savings on using this type of equipment are sufficient to cover its cost over as short a period as two years. The second part of the booklet carries a short but clear appraisal of each of the four types of mechanical stoker most commonly in use and gives guidance as to their range and suitability. The chain or travelling type grates, the coking stokers, the underfeed stoker, and the sprinkler stoker, are all described and illustrated.

The coal industry states that it is facing competition which it is determined to meet by selling on its merit a fuel of which there are abundant reserves in Britain, and by offering its customers a service which is second to none.

European Free Trade Association Regulations

The European Free Trade Association (Origin of Goods) Regulations, 1960, give effect to the provisions of the Stockholm Convention for determining eligibility for Area tariff treatment (Article 4, Annex B and Schedules I-III of Annex B). The First, Second and Third Schedules to the Regulations contain the material included in Schedules I-III of Annex B (published in November, 1959, by H.M. Stationery Office as Cmnd. 906-I).

The Schedules to the Regulations differ in minor respects from the Schedules to Annex B as printed in Cmnd. 906-I because the latter have been the subject of minor amendments which have been agreed among the signatory states to the Stockholm Convention since November, 1959.

The Convention Area

The Convention area is defined in the European Free Trade Association Act, 1960 (Section 10(1)), as Austria, Denmark, Great Britain, Northern Ireland, the Isle of Man and the Channel Islands, Liechtenstein, Norway with Spitzbergen, Portugal with the Azores and Madeira, Sweden and Switzerland.

Convention Rates of Duty

Convention rates of duty are the reduced rates of duty which will be introduced under the terms of Article 3 of the Stockholm Convention for goods which are grown, produced or manufactured in, and consigned from a place in, the Convention area. A Treasury Order providing for Convention rates of duty for goods imported into the United Kingdom will be published shortly to become operative from 1st July, 1960.

Most agricultural, fish and marine products are excluded from the tariff provisions of the Stockholm Convention, and imports of these goods from the Convention area will remain chargeable at the rates of duty at present charged on all imports not admitted at Commonwealth Preferential rates. The introduction of Convention rates of duty will necessitate certain adjustments in the drawback arrangements, which will also be published shortly, to become operative from 1st July.

To Claim Convention Rates

Information as to the procedure to be followed in order to claim the benefit of the Convention rates of duty on goods imported into this country is published in Customs Notice to Importers No. 73, obtainable from The Secretary, Customs and Excise, King's Beam House, Mark Lane, London, E.C.3.

Stockholm Convention

The Stockholm Convention establishing the European Free Trade Association was published as a White Paper and Blue Book (Cmnd. 906 and Cmnd. 906-I) in November, 1959.

Timing of Regulations

Though these Regulations do not come into operation until 1st July it has been decided to publish them now in order to give as much notice as possible to importers. The Regulations which are published as Statutory Instrument 1960 No. 780, are available from H.M. Stationery Office, price 4*s*. 6*d*. (by post 4*s*. 11*d*.).

Guidance to Exporters

Notes for the guidance of United Kingdom exporters on how to take advantage of the opportunities offered by the Convention for in-

The Port of Hull Journal

43

Vol. XLVIII Number Six 1960

The Port of Hull Journal is published by H. E. C. Newham & Co., 45 High Street, Hull. Telephone: 24297

The journal was founded in 1908 by Capt. H. E. C. Newham as a journal of commerce and development medium for the Port of Hull but originated from an earlier journal, *Transit*, which circulated in the city before that time.

The journal is officially supported by:

Hull Incorporated Chamber of Commerce and Shipping

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creased trade with the Convention area were published in the *Board of Trade Journal* on 29th April, 1960. Reprints of these notes are obtainable from Export Services Branch, Board of Trade, Lacon House, Theobalds Road, London, W.C.1, or any Board of Trade Regional Office.

The White Fish Authority intend to issue a supplement to their Directory of White Fish Exporters in the United Kingdom, which was published in 1958 for overseas buyers.

Exporters of fresh or processed fish who wish to be included in the supplement or to amend their present entries are asked to obtain the necessary forms without delay from the Headquarters offices of the Authority in London and Edinburgh or from their area offices.

Give credit where credit is due, says Mr. Carron

"Without increasing productivity there can be no future for industry; without industry there can be no future for the unions."

Mr. W. J. Carron, chairman of the British Productivity Council and president of the Amalgamated Engineering Union, made this statement at a Southampton meeting organised by the local Productivity Committee.

There could be no alternative to making every effort towards increasing productivity, he went on.

Counter-attack

"In this way, we can counter-attack the greatest enemies of trades unionism—redundancy and unemployment. I cannot see any other logical attitude than that of an expanding productivity.

"The rôle of trades unions should be representative of constructive policy.

"But inspiration does not conform to any imaginary law confining its flow from the top to the lower levels. Most basic ideas spring from the bench or machine . . . yet how often do we find a firm failing to recognise —spontaneously—the increase in productivity which occurs?

"We have been accepted by the Government and other organisations as something other than a disorderly rabble and given long-overdue credit for having some worth-while ideas on the organisation of industrial productivity.

Onus shared

"The onus of ensuring the most economic and beneficial form of production is to be borne equally by worker and management. Responsibility for national well-being is evenly divided between both sides of industry."

Mr. Carron, in a call to employers to "tell the workers what is happening" declared: "In the absence of full knowledge the worker becomes liable to psychological reactions and repressions that burst normal control when some other item thrusts itself disproportionately before his attention.

"Productivity is a major factor in all industrial peace formulae. It has been the sole means of providing opportunity for advancement."

Commercial Freedom for the Post Office

Although the Post Office will remain under the direct control of the Postmaster General it will, when the proposals of the new White Paper (Cmnd 989) come into force, be given greater commercial freedom, enabling it to be free to innovate and develop as a business seeking to meet and anticipate its customers' demands.

The present situation

At present the Post Office, as a commercial organisation responsible for balancing its income and expenditure and setting its prices accordingly, draws up a commercial set of accounts and because of the long-standing requirement that all Government expenditure should be approved and all Government receipts paid into the Consolidated Fund, it also draws up an appropriation account for approval by Parliament. Income must be handed over to the Treasury and expenditure must be approved by Parliament. Such a position is in fact an illogical compromise. The trading activities of the Post Office are still subject to the traditional controls which in other Departments aim to regulate the spending of public money raised by taxation, whereas the Post Office lives on what its customers spend on its services.

A Government Department

Under the new proposals the Post Office is not to become a public corporation but will remain a Government department with its staff retaining their status as Civil Servants. The community expects its mail to be carried by State employees under the direct control of the Government.

At the heart of the Government's proposals is the establishment of a Statutory Trading Fund for the Post Office, which would be quite separate from the Exchequer and for which the Treasury would have no responsibility. It would be managed by the Postmaster General and would mean that the provision for Post Office self-balancing revenue and expenditure would disappear from the Budget. Parliament would retain control by a provision that the Postmaster General's power to draw on the Post Office fund should lapse annually unless it is renewed by the House of Commons. Moreover, there would be a statutory obligation to present a Report and Commercial Accounts; the Postmaster General would also give Parliament statements on the prospects for the ensuing year, the investment programme and the staff; the Commercial Accounts would continue to be subject to audit by the Auditor General; the borrowing of new capital would have to be authorised

continued on page 8

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continued from page 6

by legislation; and Post Office Ministers would continue to answer questions in Parliament. The Treasury will relinquish all control of the Post Office except in so far as its activities affect the national economy generally. In practice this would mean that Treasury control over the Post Office would be restricted to pay, grading and conditions of service of staff, investment control and foreign exchange control.

The accounting changes

The present necessity for preparing estimates for its annual cash requirements and the consequential obligation to ensure that money is spent according to the sums voted by Parliament, the final results being shown in an Appropriation Account, is quite out of place for a commercial organisation. It gives no indication of the profitability or otherwise of the services financed by the expenditure nor does it show the assets and liabilities of the business. The decisions of the Government in October, 1955, emphasised the importance of the Commercial Accounts which show the overall trading position for the year and the profit or loss on the various services, as a company would submit to its shareholders. With the new proposals the year's financial results would be given in the Commercial Accounts alone and the confusion caused by the present system of dual accountancy would disappear.

Financial policy

The Post Office will be required by statute to ensure that its revenue should meet its expenditure and a standard of performance will be expected "appropriate to a publicly-owned organisation run on a sound commercial basis," including depreciation at replacement cost, adequate provision for pension liabilities and the building up of reserves, although emphasis on the commercial aspects of Post Office business must not be allowed to subtract from its obligations to the community as a whole, though this may mean giving some services below cost.

Successful trials of "Arctic Cavalier"

After successful trials on the River Humber on 10th May, the new motor distant water trawler *Arctic Cavalier*, built by Cook, Welton & Gemmell, of Beverley, was handed over to her owners, Boyd Line. A sister ship to the *Arctic Corsair*, recently launched at Beverley, her principal dimensions are: length registered 191 ft. 11 ins., length b.p. 187 ft. 2 ins., breadth moulded 33 ft. 6 ins., and depth moulded 16 ft. 9 ins.

Accommodation for a total personnel of 32 persons is provided amidships and aft, the after deckhouse being extended to the port rail almost to midships. The accommodation is ventilated and heated throughout by a dual trunk system by Windsor Engineering. The vessel is fitted up for starboard side fishing only.

The fishroom, which has a capacity of 18,170 cu. ft., is insulated on the ship's side and end bulkheads with Rocksil, and under the main deck with Crown fibreglass. The fishroom is lined on ship's side, end bulkheads and under deck with Birmabright aluminium, and is sub-divided into pounds with provision for extensive close-spaced cod shelving. The wing bulkheads, vertical and horizontal shelf-boards, also fishroom stanchions and shelf rest angles are in aluminium alloy. A Hallmark fishroom cooling plant is installed.

The trawl winch is of the Holmes Lektron type with a driving motor of 300 b.h.p. Electro-hydraulic windlass is by Gemmell & Frow. The electro-hydraulic vane-type steering gear is by Donkin, and works in association with spade rudder.

Aids to navigation include: Arma-Brown gyro compass, Marconi wireless and telephony equipment, Marconi echo sounder, Kelvin Hughes echo sounder, Sal log and Marconi radar. Marconi sound reproducing equipment is also installed.

The propelling machinery consists of a Mirrlees ALSDM turbo-charged, 6-cylinder, direct-reversing diesel engine developing 1,800 s.h.p. continuously at about 225 r.p.m. Two auxiliary sets with Mirrlees TLA3 diesels drive two 105 kW. generators, the supply being at 220 volts d.c. There is also one stand-by generating set comprising a McClaren M4 diesel coupled to a 40 kW. generator. The pumping equipment is by Hamworthy and the oil purifiers by Alfa-Laval. The propelling machinery was installed by Charles D. Holmes Limited.

The high standard set by both the builders and owners has been well maintained in this new trawler.

United Kingdom exports in March were valued at £308·1 million, imports at £393·6 million and re-exports at £13·8 million.

After eliminating normal seasonal variation, United Kingdom exports in the first quarter of 1960 were 3½ per cent more than in the last quarter of 1959 and 10 per cent more than the average for the year 1959. On the same basis, imports were 3 per cent more in the first quarter than in the last quarter of 1959 and 12 per cent more than the average for the year 1959.

GOOLE.—May: INWARD.—Coal, coke and patent fuel 1,734, Building and roadmaking materials 505, Fruit and vegetables 12, Grain, flour and milling offals 1,907, Food and provisions 2,781, Iron ore nil, Other ores 6,611, Iron and steel goods 5,970, Raw wool 1,321, Pitwood and mining timber nil, Other timber 1,942, Chemicals and chemical fertilisers 3,336, Other commodities 18,404; Total 44,523. OUTWARD.—Building and roadmaking materials 2,451, Machinery 1,010, Vehicles and vehicle parts 639, Iron and steel 2,831, Petroleum 133, Textiles and woollen goods 1,506, Chemicals and chemical fertilisers 467, Coal, coke and patent fuel 123,566, Other commodities 14,400; Total 147,003. Total Inward and Outward 191,526.

GRIMSBY.—May: INWARD.—Fish landings 17,291, Grain and flour 410, Other food and provisions 10,508, Iron ore nil, Other ores 236, Iron and steel goods 71, Pitwood and mining timber nil, Other timber 5,396, Chemicals and chemical fertilisers 100, Woodpulp 12,627, Other commodities 477; Total 47,116. OUTWARD.—Building and roadmaking materials 133, Grain and flour 736, Other food and provisions 210, Machinery 179, Vehicles and vehicle parts 459, Iron and steel manufactures 4,146, Textiles 40, Chemicals and chemical fertilisers 5,713, Coal, coke and patent fuel 21,577, Other commodities 1,248; Total 34,441. Total Inward and Outward 81,557.

IMMINGHAM.—May: INWARD.—Grain and flour nil, Other food and provisions 204, Iron ore and pyrites 53,376, Other ores 33,711, Petroleum 51,302, Iron and steel goods 12, Pitwood and mining timber nil, Other timber 6,415, Chemicals and chemical fertilisers 36,324, Woodpulp 764, Other commodities 6,106; Total 188,214. OUTWARD.—Building and roadmaking materials 23,025, Iron and steel manufactures 26, Petroleum 24,401, Chemicals and chemical fertilisers 17,413, Coal, coke and patent fuel 113,077, Other commodities 7,629; Total 185,571. Total Inward and Outward 373,785.

NOTE: The above are tonnage statistics issued by British Transport Docks for the four weeks ended 22nd May, 1960.

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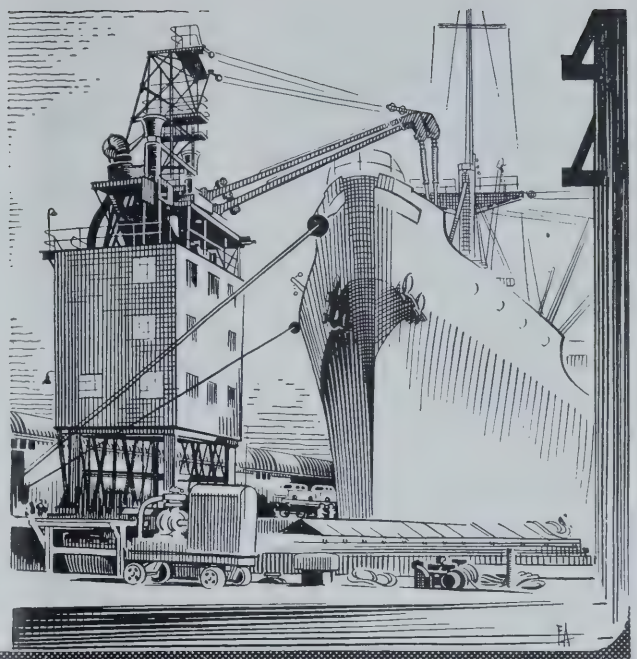

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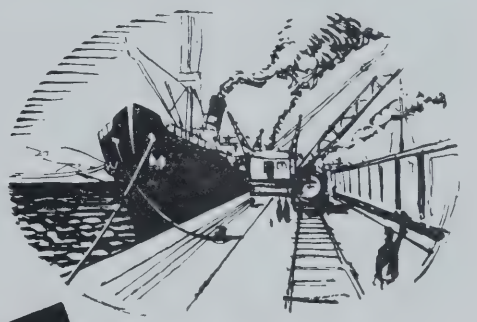

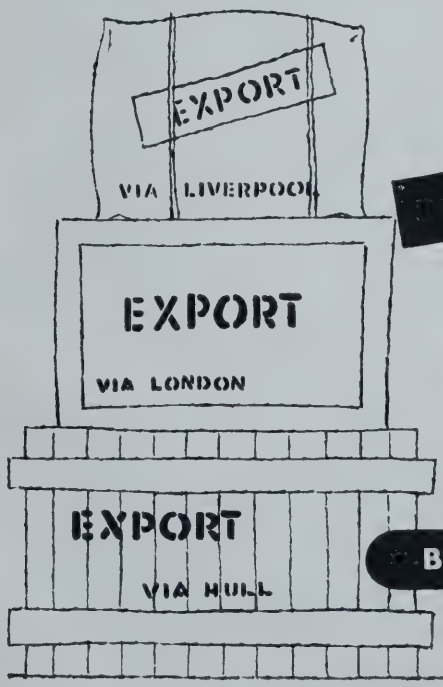

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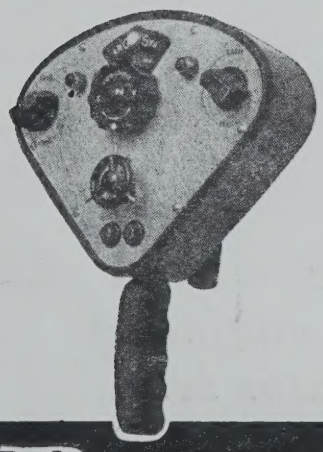

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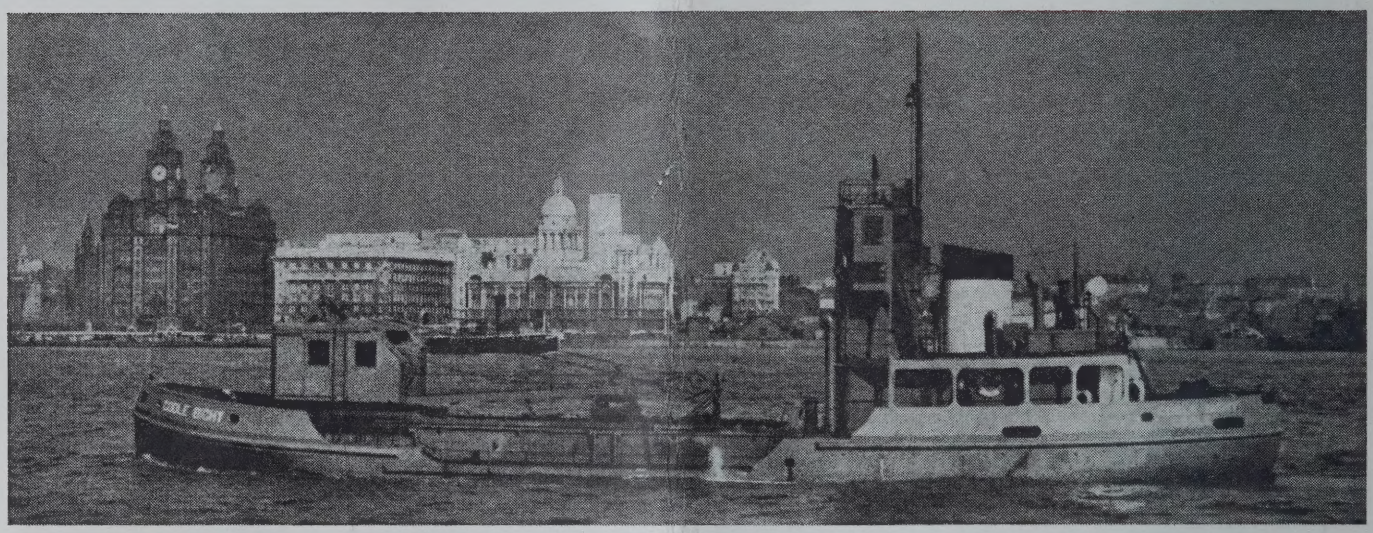

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